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INFO RUEHUJA/AMEMBASSY ABUJA PRIORITY 0091
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RUEHDJ/AMEMBASSY DJIBOUTI PRIORITY 0121
RUEHKM/AMEMBASSY KAMPALA PRIORITY 2744
RUEHLGB/AMEMBASSY KIGALI PRIORITY 0797
RUEHLO/AMEMBASSY LONDON PRIORITY 0235
RUEHLU/AMEMBASSY LUANDA PRIORITY 0109
RUEHTO/AMEMBASSY MAPUTO PRIORITY 7422
RUEHNR/AMEMBASSY NAIROBI PRIORITY 0039
RUEHFR/AMEMBASSY PARIS PRIORITY 0144
RUEHWD/AMEMBASSY WINDHOEK PRIORITY 0283
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UNCLAS DAR ES SALAAM 000617

SIPDIS

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DEPT AF/EPS FOR C TRIMBLE, AF/E FOR B YODER, C PELT
ALSO EB/TRA/AN FOR L JONES
PASS TO TRANSPORTATION SECURITY ADMINISTRATION AND FAA
NAIROBI TSA FOR K JONES

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TAGS: [EAID](#) [EAIR](#) [ECON](#) [TZ](#)
SUBJECT: SAFE SKIES FOR AFRICA VITAL TO TANZANAI

REF: STATE 051152

Summary: Safe Skies for Africa valued in Tanzania

11. (U) Post considers Safe Skies for Africa (SSFA) a highly valuable program that advances two key goals of the U.S. Mission in Tanzania and in the region: (i) counterterrorism and (ii) economic growth and development. As set forth in Tanzania's FY 2008 Mission Performance Plan (MPP), post's objective with SSFA assistance is to advance both a homeland defense strategy and a strategy to increase U.S.-Tanzanian trade linkages.

12. (U) Post has set ambitious targets in its MPP to enhance civil aviation safety and security in Tanzania and the East African region by bringing all three of Tanzania's international airports (Dar es Salaam, Kilimanjaro, and Zanzibar) into compliance with International Civil Aviation Organization Category I standards and FAA standards by FY 12009. In November 1999, Tanzania and the United States signed an Open Skies Agreement allowing unrestricted air service by the airlines of each country. The Agreement includes code-sharing to, from and beyond the others' territory, eliminating restrictions on how often carriers can fly, the types of aircraft carriers can use and prices they can charge.

Progress in Counterterrorism, Enhanced Safety for US Citizens

13. (U) Since the December 2002 signing of a Letter of Agreement between the USG and the Government of Tanzania (GOT) concerning equipment donated under SSFA, the Government of Tanzania (GOT) has proactively cooperated with the Transportation Safety Administration (TSA) to install security equipment and train staff at all three airports. Through the Agreement, explosive trace detectors, passenger and baggage x-ray equipment and metal detectors were purchased and installed by the USG. In addition, the Federal Aviation Administration (FAA) provided aviation safety and security training, and frequent reviews to instruct personnel of the Tanzanian Civil Aviation Authority (TCAA) on how to

competently use and effectively monitor these systems.

¶4. (U) The TCAA's SSFA-funded security equipment and training program has progressed steadily through three stages from the initial familiarization in equipment usage (2003), to follow-on training to improve monitoring techniques (2005), and finally to the training of supervisors to assure consistency in equipment usage and monitoring (2006). Also, over the past four years, key Tanzanian Civil Aviation Authority officials have attended specialized programs at the FAA training center in Oklahoma City. With the support of regular visits and reviews from TSA regional office in Nairobi, over the same time period, security at Tanzania's three airports has steadily improved. The result is the creation of a safer travel environment for the increasing number of American tourists and businessmen visiting Tanzania as well as meeting the counterterrorism goal of well-screened and secure airports.

Economic Stimulus for Bilateral Trade

¶5. (U) Regarding post's FY 2008 MPP Economic Growth priority to increase the two-way trade between Tanzania and the United States, the lack of direct flights between the two countries has been a severe impediment, particularly in enabling Tanzania's exports under the African Growth Opportunity Act (AGOA). Products in which Tanzania has the competitive advantage such as cut flowers, "baby" vegetables and fruits, have limited access to U.S. markets due to air transportation constraints. Currently the majority of cut roses from Tanzania are shipped on the direct flights of European carriers from Kilimanjaro Airport to Amsterdam, which serves as a clearing house for cut flowers from East Africa.

¶6. (U) Some of these East African cut flowers may eventually be shipped to and sold in the United States from the Netherlands, but are not credited to Tanzania or other East African countries as trade with the U.S under AGOA. Direct Tanzanian-U.S. flights, on a U.S. carrier or without a stopover in Europe, would significantly increase the bilateral trade between our two countries.

¶7. (U) Well aware that compliance with international and FAA civil aviation standards is a prerequisite to opening the door to direct flights, the SSFA program is essential at this stage of Tanzania's economic development. The Embassy, the regional TSA office, and the TCAA have, and will continue to, closely cooperate to set even higher standards for training, reviews, surveys and airport security in order to accelerate Tanzania's progress toward meeting the ICAO and FAA requirements.

Regional Advantages

¶8. (U) In terms of regionally-based assistance, post's view is that an initiative encouraging air cargo development would be essential to enhance the two way trade between the entire East African region and the U.S. Such an initiative would provide Tanzania with the opportunity to learn from regional partners as well as to cooperate with neighboring countries to develop air cargo capacity. In addition, post believes that establishing an aviation security oversight organization for the East African Community could provide a key mechanism to facilitate and promote regional compliance with aviation security as well as sustainability of increased civil aviation practices and procedures.

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